

## CLAIMS

What is claimed is:

1. An electronically controlled vehicle drivetrain, comprising:  
an electronically controlled engine including an electronic engine controller;  
an electronically controlled automated mechanical transmission including an electronic transmission controller;  
a pre-assembled data link assembly for providing electronic communication between said engine controller and said transmission controller, said pre-assembled data link assembly comprising a trunk portion having first and second ends, an engine shunt portion <sup>12</sup>spliced into said trunk portion, a transmission shunt portion <sup>12</sup>spliced into said trunk portion, a first termination resistor located at said first end of said trunk portion, and a second termination resistor <sup>12</sup>located at said second end of said trunk portion.  
*and a double wall shrink tube for covering said engine shunt portion and said transmission shunt portion.*
2. The vehicle drivetrain according to Claim 1, wherein said trunk portion comprises a multiplex cable.
3. The vehicle drivetrain according to Claim 1, wherein said first and second termination resistors are housed in a barrel mold.
4. The vehicle drivetrain according to Claim 1, further comprising a double wall shrink tube for covering said engine shunt portion and said transmission shunt portion. *and covering*  
*as the engine shunt portion and transmission shunt portion are spliced into said trunk portion.*
5. The vehicle drivetrain according to Claim 4, wherein one side of said double wall shrink tube includes an adhesive material.

6. The vehicle drivetrain according to Claim 1, further comprising an anti-lock brake system shunt portion spliced into said trunk portion.

7. A pre-assembled data link assembly for providing electronic communication between one of an engine controller and a transmission controller, comprising:

a trunk portion having a first end and a second end;

an engine shunt portion spliced into said trunk portion;

a transmission shunt portion spliced into said trunk portion;

a first termination resistor located at the first end of said trunk portion;

and

a second termination resistor located at the second end of said trunk portion.

8. The data link assembly according to Claim 7, wherein said trunk portion comprises a multiplex cable.

9. The data link assembly according to Claim 7, wherein said first and second termination resistors are housed in a barrel mold.

10. The data link assembly according to Claim 7, further comprising a double wall shrink tube for covering said engine shunt portion and said transmission shunt portion.

11. The data link assembly according to Claim 10, wherein one side of said double wall shrink tube includes an adhesive material.

12. The data link assembly according to Claim 7, further comprising an anti-lock brake system shunt portion spliced into said trunk portion.

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<sup>13</sup> 12. A method for forming a pre-assembled data link assembly for providing electronic communication between one of an engine controller and a transmission controller, comprising the step of:

providing a trunk portion having a first and second ends;  
splicing an engine shunt portion into said trunk portion;  
splicing a transmission shunt portion into said trunk portion;  
terminating the first end of said trunk portion with a first termination resistor; and

terminating the second end of said trunk portion with a second termination resistor.

<sup>13</sup> 14. The method according to Claim <sup>13</sup> 12, further comprising the step of housing said first and second termination resistors in a barrel mold.

<sup>13</sup> 15. The method according to Claim <sup>13</sup> 12, further comprising the step of covering said engine shunt portion and said transmission shunt portion with a double wall shrink tube.

<sup>13</sup> 16. The method according to Claim <sup>13</sup> 12, further comprising the step of splicing an anti-lock brake system shunt portion into said trunk portion.

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